Clarifications No. 4, August 8, 2011 – Fresno 180 Braided Ramps Design-Build Project Contract No. 06-0C1104

RFC No.	Class	Document	Section	Clarification	Response
47	3	General		Please provide a copy of the Drainage Report that was completed for the previous project. This report will assist in verifying existing system capacity and design intent.	The drainage report from the previous project is not available.
48	3	Book 2	Sec. 21.3.3 Pavement Types (Page 21-3)	This section states "The Design-Builder shall provide a pavement design life in accordance to Topic 612 of the Highway Design Manual." If the LCCA determines that a Flexible pavement section is more cost effective than a Rigid pavement section, will Caltrans accept a Flexible pavement section?	No. The Department is JPCP except as indicated in Book 2, Section 1 (as amended).
49	2	Book 2	Section 1; P. 1-2	A rock blanket is called out for use in gore and median areas as indicated on draft layout plans. This is not called out on the layouts or elsewhere in the plans. Is there a rock blanket? Or was the intent to provide the standard contrasting surface treatment as shown in HDM 504.2(2)? If just complying with section 504.2(2) was the intent of "rock blanket" to be the specific type of contrast treatment?	The intent is to provide visual consistency with adjacent segment s of the route. See Construction Detail in the RID for the desired rock blanket.
50	3	Book 2	Section 2; P. 2-15 Section 11; P. 11-7	Design Exceptions are indicated to require up to a 30 Calendar Day review time; however, section 11 calls for exceptions to take 2-5 months for mandatory and 2-4 months for Advisory. Please clarify this inconsistency. These longer time frames pose a huge impact to project scheduling.	Design Exceptions require 30 Calendar Days review time per submittal. Most Design Exceptions will require a draft submittal and a final submittal. If incomplete or if comments from prior reviews are not addressed, additional reviews may be required.
51	2	Book 2	Section 12; P. 12-4	The Design Builder is being required to use IDF 2000 output provided by the Department. We are also aware that on April 29, 2011 an email directive from Glen DeCou was sent to all Department Hydraulic Engineers stating that Atlas 14 IDF will be the Department's new standard. Will this project be designed using Atlas 14 IDF information?	This project should use NOAA Atlas 14 to obtain the rainfall intensity. NOAA Atlas 14 is online at: http://hdsc.nws.noaa.gov/hdsc/pfds/
52	3	Book 2 - Project Requirements	Section 15.2.3	Aesthetic gore paving to the West of the project limits is cobble stone set in concrete. Generally, color stamped concrete is used in these areas. Would a stamp pattern matching cobble stone with multiple color releases to match the real cobble be acceptable?	No.

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53	3	Book 2 and 06-0C110-Fre-180-RFP-Conceptual Plans.pdf	Sheets SCX-1, and SCX-2 and Section 18.3.1.6.1	Shoulder Widths – Please clarify the minimum shoulder width allowed during construction. Book 2 specifies a minimum shoulder (during construction) of 2'. Staging plans shows no shoulders.	When necessary for stage construction, it is acceptable to have no shoulder during construction.
54	3	Book 2 and RID	Book 2, Sec. 18.3.1.6.1 (page 18-9) and RID - Preliminary Engineering Plans Sheets SCX-1 and SCX-2	MOT In Book 2, Sec. 18.3.1.6.1, it states "each lane shall be 12 feet wide" and "each shoulder shall be a minimum of 2 feet wide". The typical sections in the Staging section of the Preliminary Engineering Plans seem to indicate 12' lanes without any shoulders, or that the lanes would have to be narrowed to less than 12' in order to provide shoulders. Please clarify this apparent discrepancy.	When necessary for stage construction, it is acceptable to have no shoulder during construction.
55	3	Book 2 Section 16 and Book 3 86-2.11 Service	Book 2 Section 16.4.4.3 (page 16-12) and Book 3 86-2.11 Service (page 4-219)	The specification section requires the Design-Builder to pay all costs for the power service connections, including power poles, and stubs outs for permanent and temporary connections charged by the electric utility. Will Caltrans pay all costs for power used from the time of connection for permanent fixtures?	Please see Book 2, Section 16.3.6.7 which states "Department shall pay for existing power for the mainline and ramp lighting as long as the existing lighting is in use. Notify Department at least seven (7) days before disconnecting the existing lighting from power. At each location where temporary lighting will be provided, the Design-Builder shall pay the temporary lighting costs until the final lighting facilities are in place and have been accepted. Department will then resume payment responsibility for power for lighting."
56	3	Book 2 Section 16 and Book 3 86-2.11 Service	Book 2 Section 16.4.4.3 (page 16-12) and Book 3 86-2.11 Service (page 4-219)	This section is in contradiction to the following: If the service point is indeterminate and is shown on the plans as "approximate location" or "service point not yet established," the labor and materials required for making the connection between the service point, when established, and the nearest pull box shown on the plans will be paid for as extra work as specified in Section 4-1.03D, "Extra Work." Please clarify that the costs for connection will be paid under the "Extra Work" clause.	Please see Book 3, Section 4 (page 4-1). General Exceptions to the Caltrans Standard Specifications states "When these Specifications refer to "extra work," "compensation for," "at the Department's expense," "quantity adjustments," "equivalent quantities," or similar phrases, such references shall be disregarded. It is intended that the payment of the Contract Price will be full compensation for all Work performed pursuant to the Design-Build Contract unless specific provisions for additional payments are contained in the Contract Documents. An exception to this general exclusion will be the provisions of Sections 10 thru 95, as modified by the Special Provisions, relating to incentives for surface ride quality and disincentives for Nonconforming Work.

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57	3	RID	Conceptual Plan Sheet X-1	According to Sheet X-1 ("N3" Ramp Section), the distance between the "N3" Station line and Freeway ETW is 17" (5" ramp shoulder + 2" Barrier + 10" Freeway shoulder). However, according to the dgn files, from 861+50 through 867+50, this distance is less than 17" reaching a minimum of 8" at 865+00. This will require design exceptions for shoulder width on both the "N3" ramp and freeway. Does Caltrans intend to approve this design exception?	Plans provided by the Department were preliminary and provided for reference only. The Design-Builder is responsible for meeting design standards or obtaining design exceptions. The Department is unable to provide pre-approval of a design exception.
58	3	RID	Rte180-Corrected-Layouts.pdf Sheets X-1 and X-2	Shoulders are proposed to be the same as the adjacent lane. Will Caltrans allow AC shoulders adjacent to PCC lanes?	No.
59	3	RID	Rte180-Corrected-Xsections.pdf and Rte180-Corrected-Layouts.pdf Sheets X-1, X-2, and L-1 through L-6	All of the proposed conforms to the branch connections were adjusted to conform to the adjacent bridge approach slabs except for the "N3" alignment. Is the intent to leave a portion of the existing AC pavement in place or replace with PCC?	Remove AC and replace with JPCP.
60	3	RID	Safety Analysis.pdf	The Safety Analysis Memorandum provided in the RID is recommending several safety improvements including metal beam guard rail, crash cushions, extending concrete barriers, extending culverts, replacing non-standard signs, etc. What improvements from the memorandum are required with this project?"	Design-Builder will be required to address the recommendations of the Safety Analysis within the project limits.

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61	3	RID	06-0C110-Fre-180-RFP-Conceptual Plans.pdf Sheets D-4 and P-19	The "N4" profile has a sag vertical curve low point at station 182+49.30 and elevation 286.24. Sheet D-4 does not propose drainage inlets at this location and the swale to the north cannot be used because the swale low point elevation at Drainage System 34 is significantly higher. How does Caltrans propose to accommodate the drainage at this location? If the Storm Drain System 24 (from as-builts) is to be used, can you please provide the as-built drainage profiles? Sheet D-47 of the as-builts provided show an 18" ACP pipe capped at an elevation of 284.00, but RID D-4 shows pipe and drainage inlets have been installed.	Plans provided by the Department were preliminary and provided for reference only. Design-Builder will be responsible for providing the final drainage design.
62	3	RID	06-0C110-Fre-180-RFP-Conceptual Plans.pdf Sheets L-1 through L-6	There are several ramps that do not meet the diverging and merging angle requirements described in the Highway Design Manual Index 504.4 *(5) Single-lane Connections and* (6) *Branch Connections*. Will Caltrans approve the advisory design exception required to build the ramps per the Concept Plans provided?	Plans provided by the Department were preliminary and provided for reference only. The Design-Builder is responsible for meeting design standards or obtaining design exceptions. Approval of this potential design exception is not anticipated at this time.
63	3	RID	06-0C110-Fre-180-RFP-Conceptual Plans.pdf Sheets SCX-1, and SCX-2	Number Auxiliary Lanes – The staging plans show one (1) aux lane in the WB direction and two (2) aux lanes in the EB direction during construction. Please confirm the number of aux lanes required during construction for both directions.	See revised lane closure charts provided with Addendum No. 3.
64	2	RID - Traffic Volumes	N/A	Please provide the following ramp connector volumes: Ramp going on Eastbound SR 180 from Northbound SR 41 Ramp going from Eastbound SR 180 to Northbound SR 168 Ramp going to Westbound SR 180 from Southbound SR 168	These ramp connector volumes have been posted to the RID.